

BookletChart™

Penobscot Bay and Approaches

NOAA Chart 13302

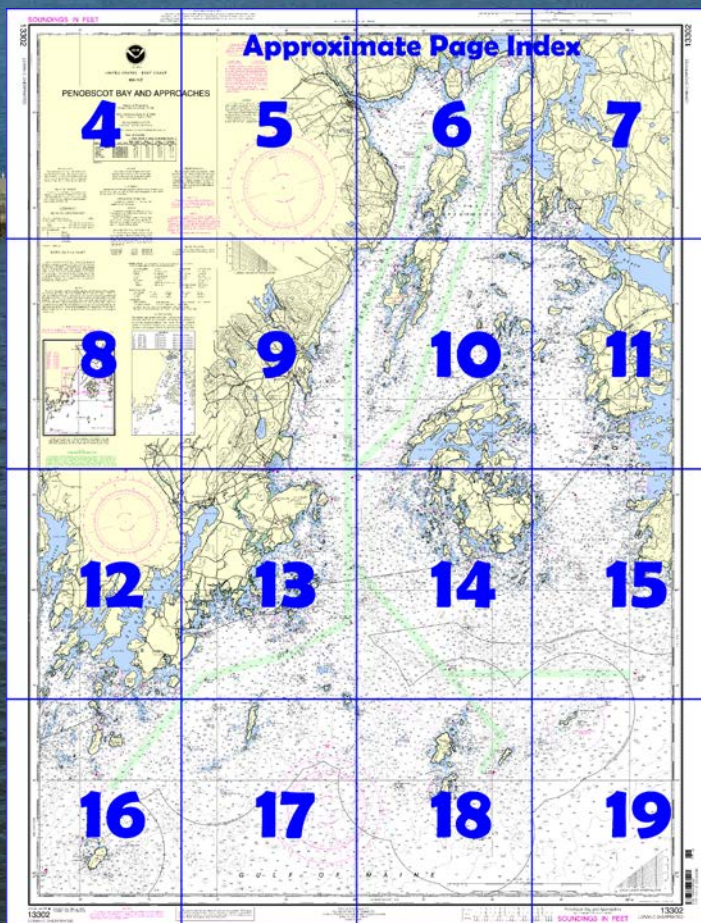


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13302>.



(Selected Excerpts from Coast Pilot)

Penobscot Bay, the largest and most important of the many indentations on the coast of Maine, is about 20 miles wide from Isle au Haut on the east to Whitehead Island on the west and 28 miles long from its entrance to the mouth of Penobscot River. A chain of large and small islands divides the bay into two parts, **East Penobscot Bay** and **West Penobscot Bay**. The southern part of East Penobscot Bay is Isle au Haut Bay.

Vinalhaven Island and **North Haven Island** are large islands dividing the southern part of the bay. Islesboro Island divides the bay near its head. Numerous harbors indent the shores of Penobscot Bay, the most important being Rockland, Rockport, Camden, Belfast, and Searsport on

the western shore; Castine and Stonington on the eastern shore; and Vinalhaven and North Haven in the center of the bay. The bay is the approach to Penobscot River, on which are several towns and the city of Bangor at the head of navigation. The bay ports collectively are among the leaders for the lobstering industry in Maine.

The sea approaches to the bay are well marked by the lights on Monhegan Island and Matinicus Rock; the entrance is marked by Saddleback Ledge Light on the east and by Whitehead and Two Bush Island Lights on the west side of the bay. The harbors are well lighted, and the more important dangers are marked by buoys or daybeacons. Deep-draft vessels ply the bay throughout the year and recreational vessels are prevalent during the summer. In severe winters many of the harbors are obstructed by ice. The Penobscot River seldom is entirely closed by it as icebreakers usually keep the channel free. The thorofares are only occasionally obstructed by ice and are much used by small vessels bound along the coast.

Penobscot Bay, a region of rocks and ledges, requires extreme caution in navigating. After unusually high tides many logs are present in the bay, particularly from Belfast northward. These logs are dangerous to small craft. Penobscot Bay can be entered from eastward through Eggemoggin Reach, Deer Island Thorofare, or Merchant Row, and from westward through Muscle Ridge Channel or Two Bush Channel.

Large vessels approaching Penobscot Bay from southward, either from Boston, Cape Cod Canal, or from eastward of Cape Cod, usually make Cape Ann Lighted Whistle Buoy 2 (42°37.9'N., 70°31.2'W.), chart 13260, then shape the course for Manana Island Lighted Whistle Buoy 14M (43°45.3'N., 69°22.5'W.), and then enter through Two Bush or Muscle Ridge Channels. Two Bush Channel is used by most vessels and tows, and by all except small local vessels when the visibility is not good. Muscle Ridge Channel has good water, and most of the dangers are marked, but it is narrow in places and has a number of unmarked 16- to 22-foot spots near the track. It is not recommended for deep-draft vessels.

The preceding paragraphs give the simplest directions by pointing out the difficulties and the dangers, and especially, when necessary, the need for local knowledge. The channels are well buoyed, most of the dangers well marked, and the approaches clear. No difficulty should be experienced in approaching and entering the bay in clear weather with the aid of the chart and by following the aids.

Two vessel-to-vessel **oil transfer anchorage areas** near the head of Penobscot Bay north of Islesboro Island are discussed later in this chapter; indexed as Oil Transfer Anchorage Area.

The U.S. Coast Guard Captain of the Port, Sector Northern New England, in cooperation with the Maine and New Hampshire Port Safety Forum, has established a Recommended Vessel Route for deep draft vessels entering and departing Penobscot Bay and River. Deep draft vessels are requested to follow the designated routes. These routes were designed to provide safe, established routes for increased deep draft vessels, to prevent the loss of fishing gear placed in the waters in the approaches to Penobscot Bay and River, and to reduce the potential for conflicts between less maneuverable deep draft commercial vessels and all other vessels navigating these waters. Vessels are responsible for their own safety and are not required to remain inside the route nor are fisherman required to keep fishing gear outside of the 0.4 mile wide route.

The **Penobscot Bay and River Closed Area**, a Marine Protected Area, includes all bays, inlets and harbors within Penobscot Bay and River.

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC Boston

Commander
1st CG District
Boston, MA

(617) 223-8555

Table of Selected Chart Notes

Corrected through NM Dec. 17/11
Corrected through LNM Dec. 13/11

Mercator Projection
Scale 1:80,000 at Lat. 44°06'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

SOUNDINGS IN FEET

13302



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MAINE

PENOBSCOT BAY AND APPROACHES

Mercator Projection
Scale 1:80,000 at Lat. 44°06'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Castine	(44°23'N/68°48'W)	11.0	10.5	0.4
Vinalhaven	(44°03'N/68°50'W)	10.1	9.7	0.3
Matinecock Harbor	(43°52'N/68°53'W)	9.5	9.3	0.3
Belfast	(44°26'N/69°00'W)	11.0	10.6	0.4
Rockland	(44°06'N/69°06'W)	10.6	10.2	0.4
Port Clyde	(43°56'N/69°16'W)	9.7	9.2	0.3

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.
(Nov 2011)

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
○ (Accurate location) ○ (Approximate location)

HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 1 for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Ellsworth, ME	KEC-93	162.40 MHz
Portland, ME	KDO-95	162.55 MHz
Dresden, ME	WXM-60	162.475 MHz

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.
Refer to charted regulation section numbers.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.293" northward and 1.865" eastward to agree with this chart.

COLREGS, 80 105 (see note A)

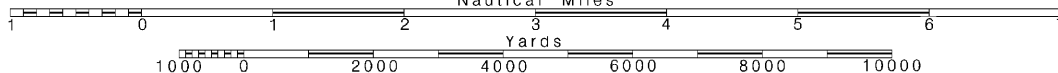
Joins page 8

NOTE X

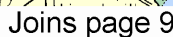
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SCALE 1:80,000
Nautical Miles

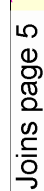
See Note on page 5.



Note: Chart grid lines are aligned with true north.



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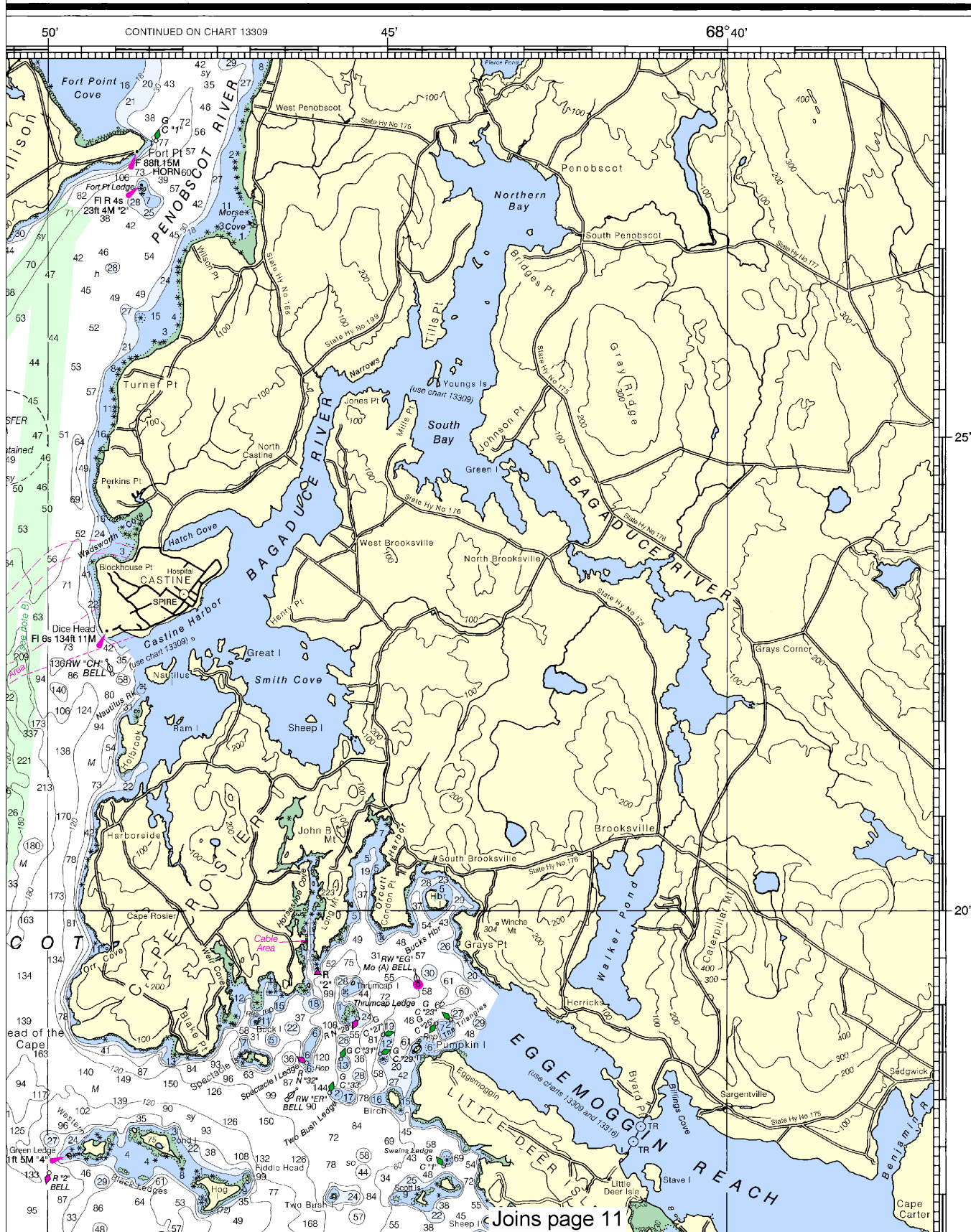
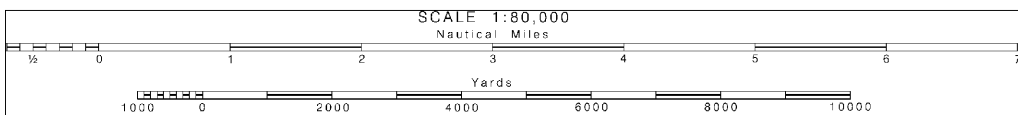


~~SCALE 1:80,000~~
Nautical Miles

See Note on page 5.

The image shows two horizontal number lines. The top line is labeled "Nautical miles" and has markings at 1, 2, 3, 4, 5, and 6. The bottom line is labeled "Yards" and has markings at 1000, 2000, 4000, 6000, 8000, and 10000.

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This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0313 1/15/2013,
 NGA Weekly Notice to Mariners: 0513 2/2/2013,
 Canadian Coast Guard Notice to Mariners: 1112 11/30/2012.

floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

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Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/

CAUTION

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 (A) (Accurate location) (A) (Approximate location)

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COLREGS, 80 105 (see note A)

International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarcation Line.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
A alternating	IQ interrupted quick	N run	Rot rotating
B black	iso isochase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Whook, rock, obstruction, or shoal swept clear to the depth indicated.
 (2) Rocks that cover and uncover, with heights in feet above datum of soundings.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE		
A	1990-2010	NOS Surveys full bottom coverage
B1	1990-1998	NOS Surveys partial bottom coverage
B2	1970-1989	NOS Surveys partial bottom coverage
B3	1940-1969	NOS Surveys partial bottom coverage
B4	1900-1939	NOS Surveys partial bottom coverage
B5	Pre - 1900	NOS Surveys partial bottom coverage

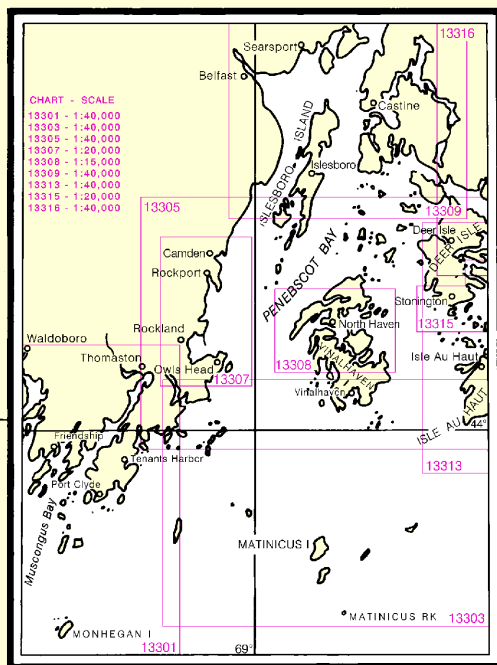
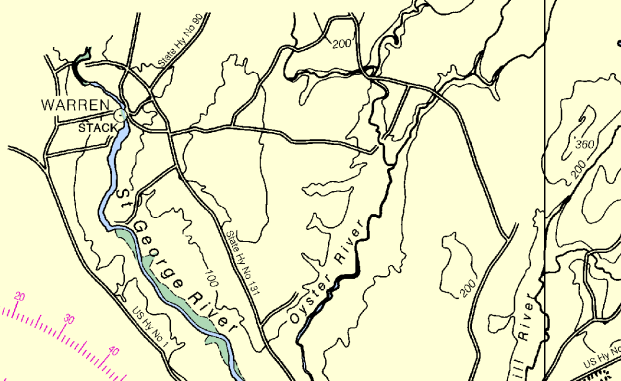
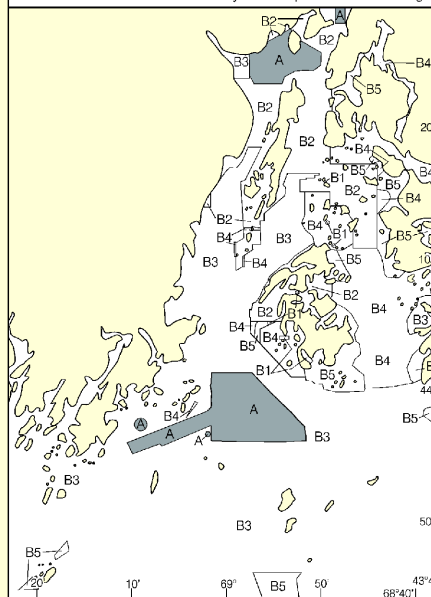


Chart 13302 is for use in the wide portions of Penobscot Bay and Approaches. Navigational aids are not shown on this chart in harbors and inside passages. Use large scale charts in navigating such areas.

NOTE B RECOMMENDED VESSEL ROUTE

Deep draft vessels entering and departing Penobscot Bay and River are requested to remain within the Recommended Vessel Route. Two-way traffic is possible within all parts of the green-tinted areas. Other vessels, while not excluded, should exercise caution in these areas and monitor VHF channel 16 or 13 for information concerning vessels transiting these areas. See U.S. Coast Pilot 1, Chapter 7.

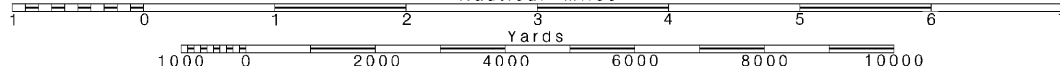


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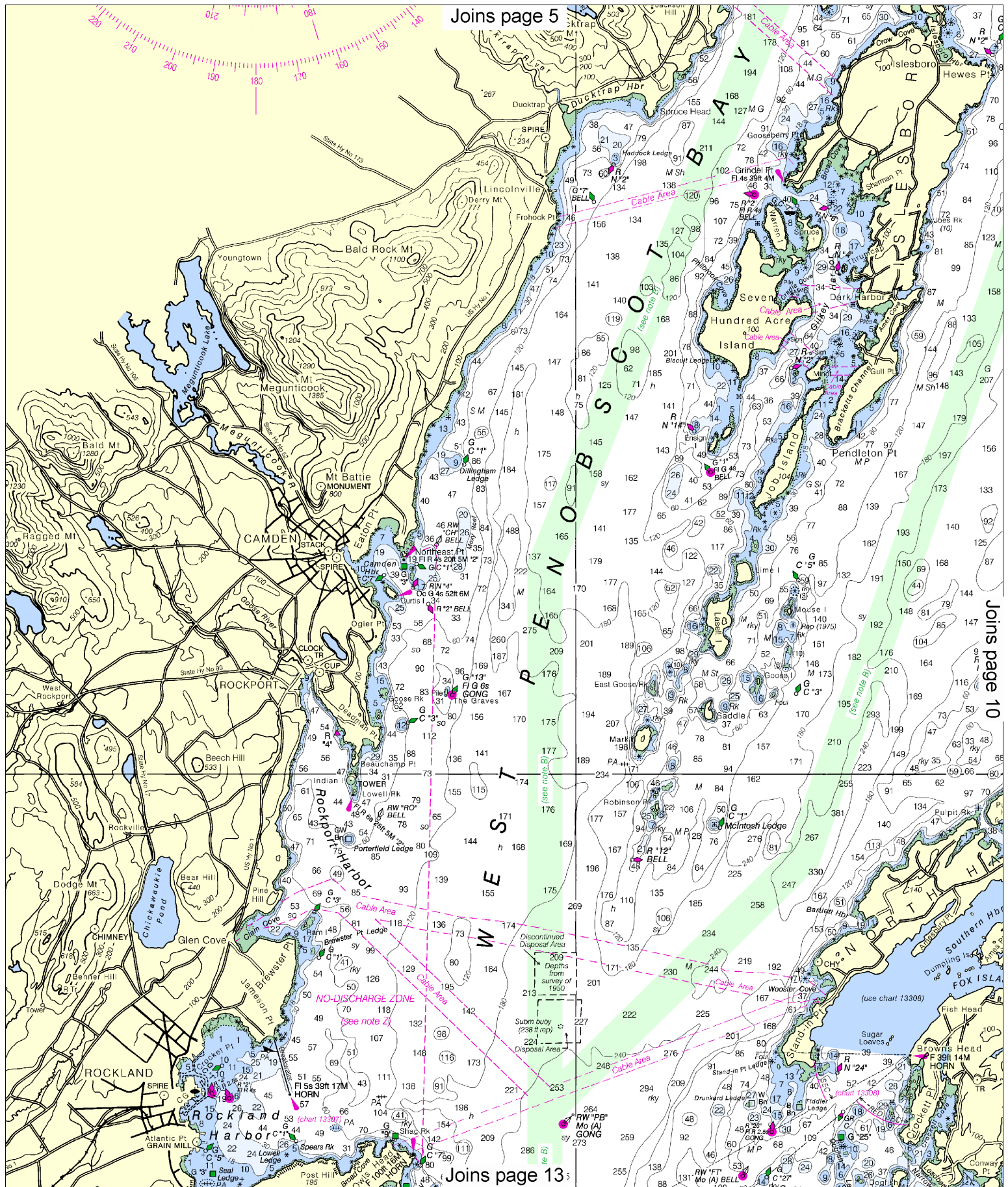
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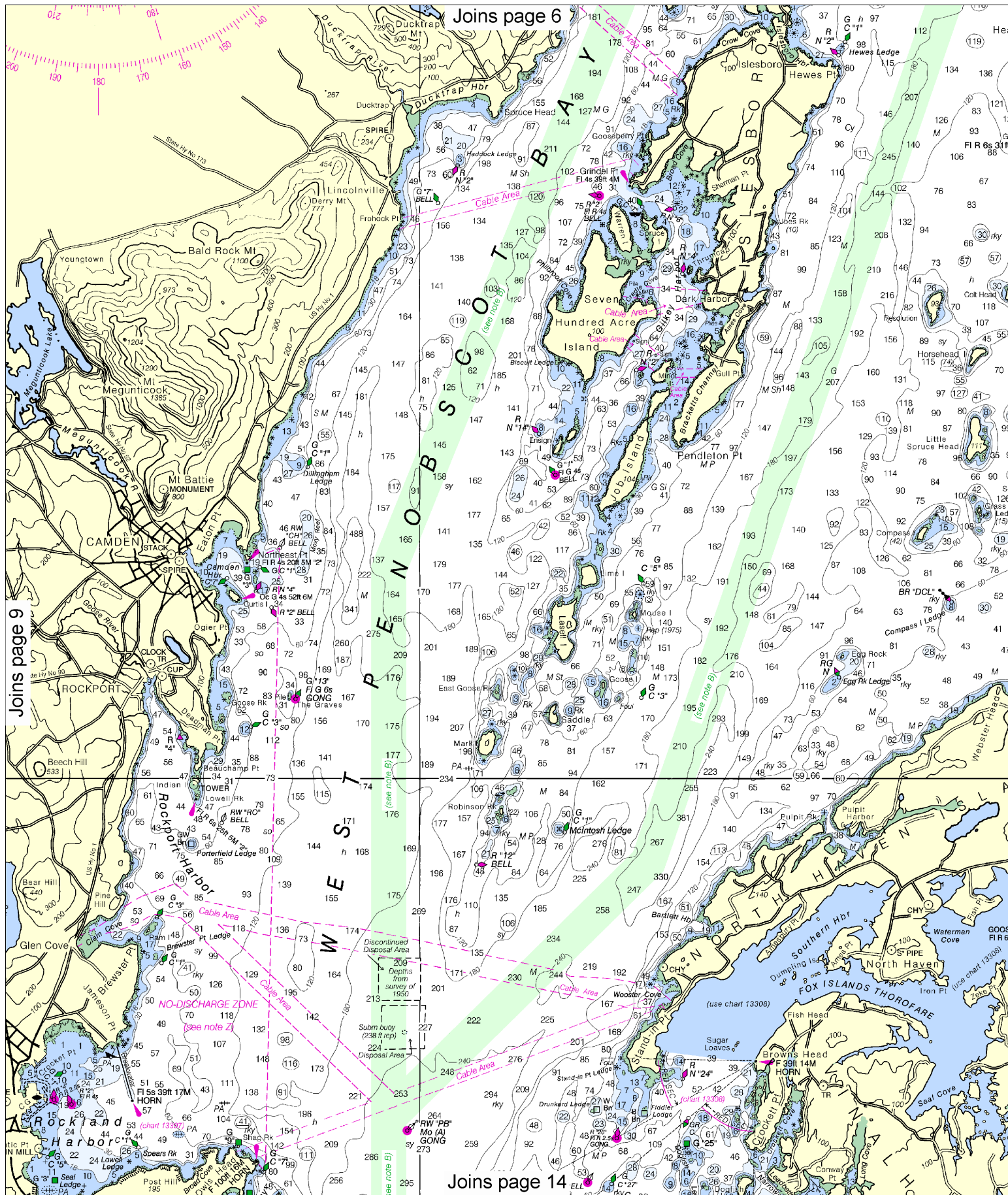
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Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.



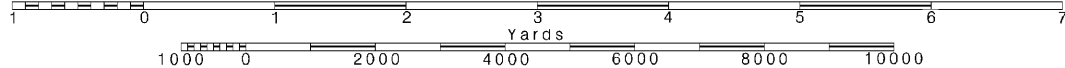


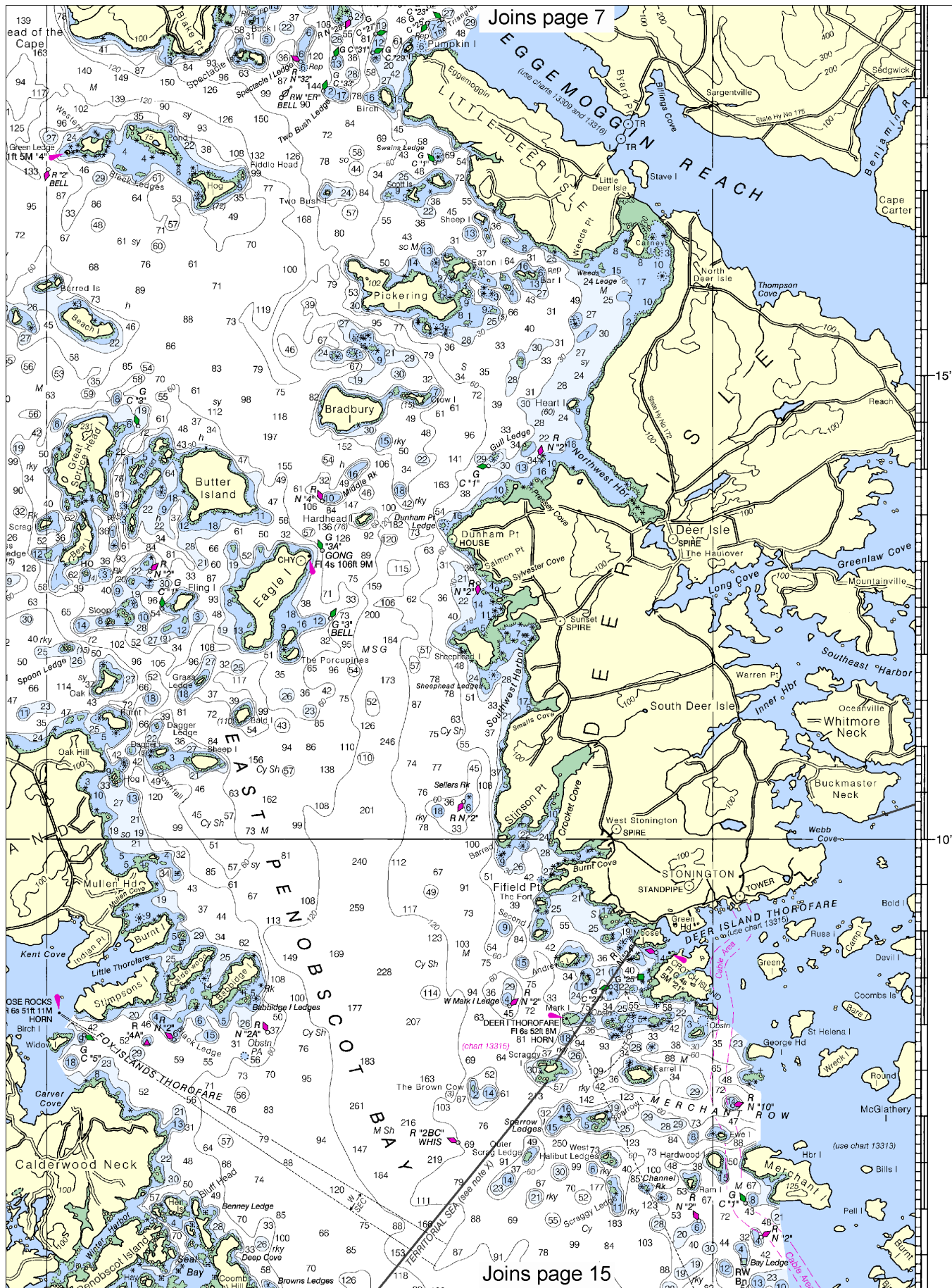
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SCALE 1:80,000
Nautical Miles

See Note on page 5.

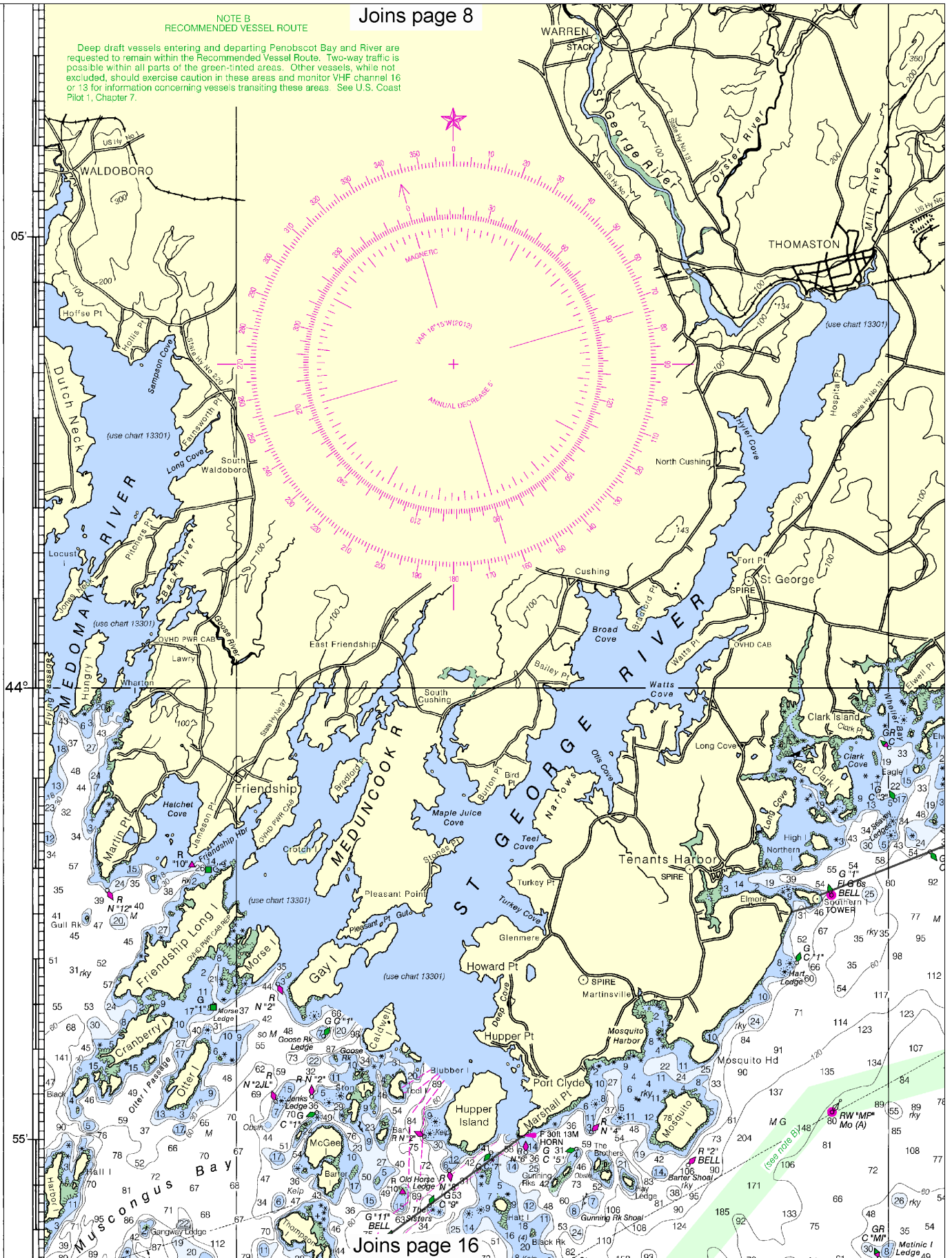




NOTE B
RECOMMENDED VESSEL ROUTE

Joins page 8

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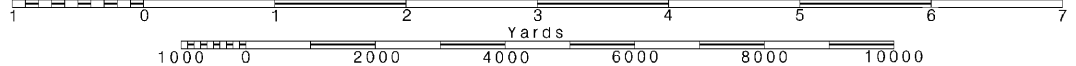


Joins page 16

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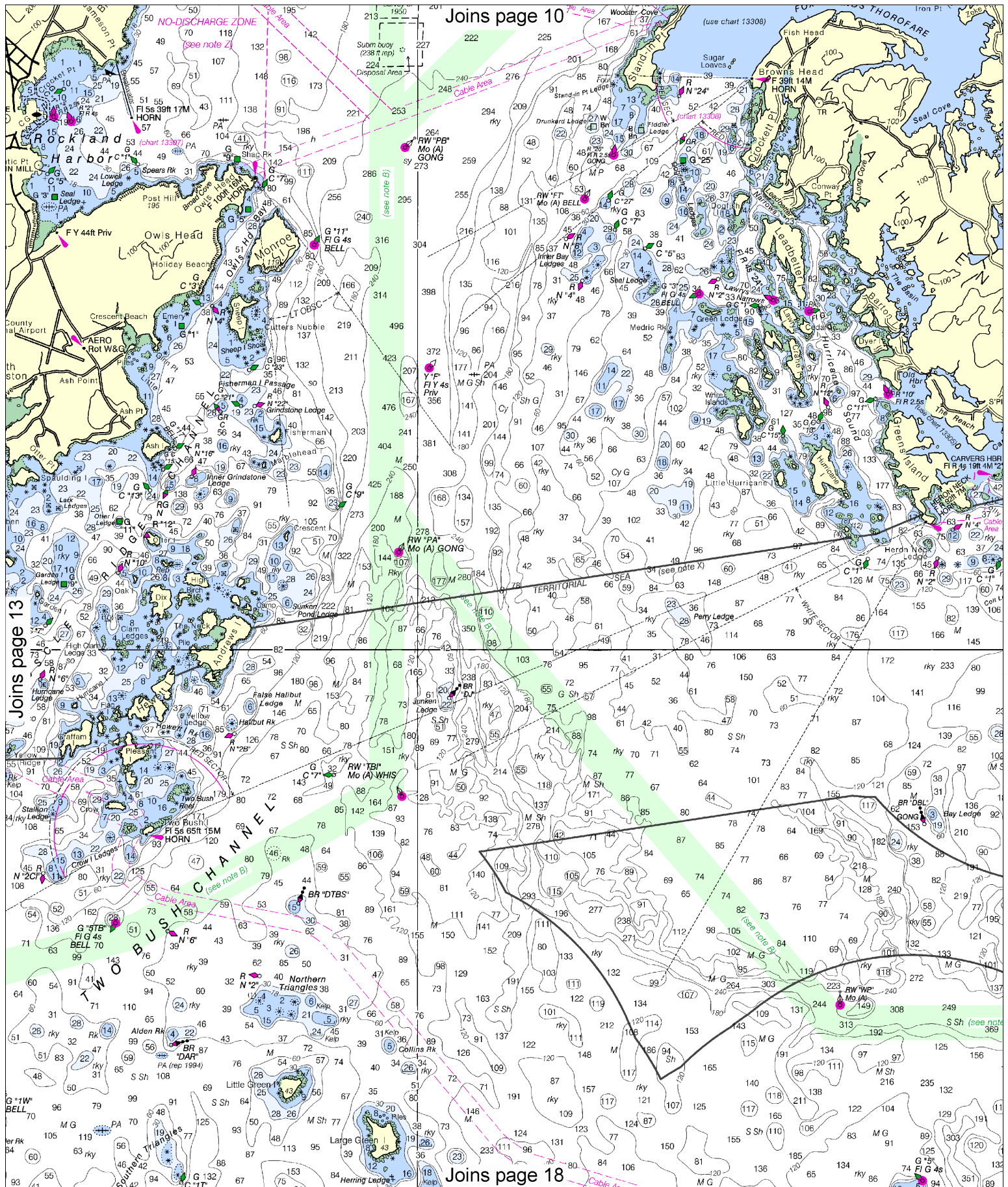
SCALE 1:80,000
Nautical Miles

See Note on page 5.



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Note: Chart grid lines are aligned with true north.

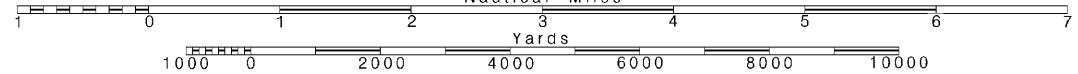


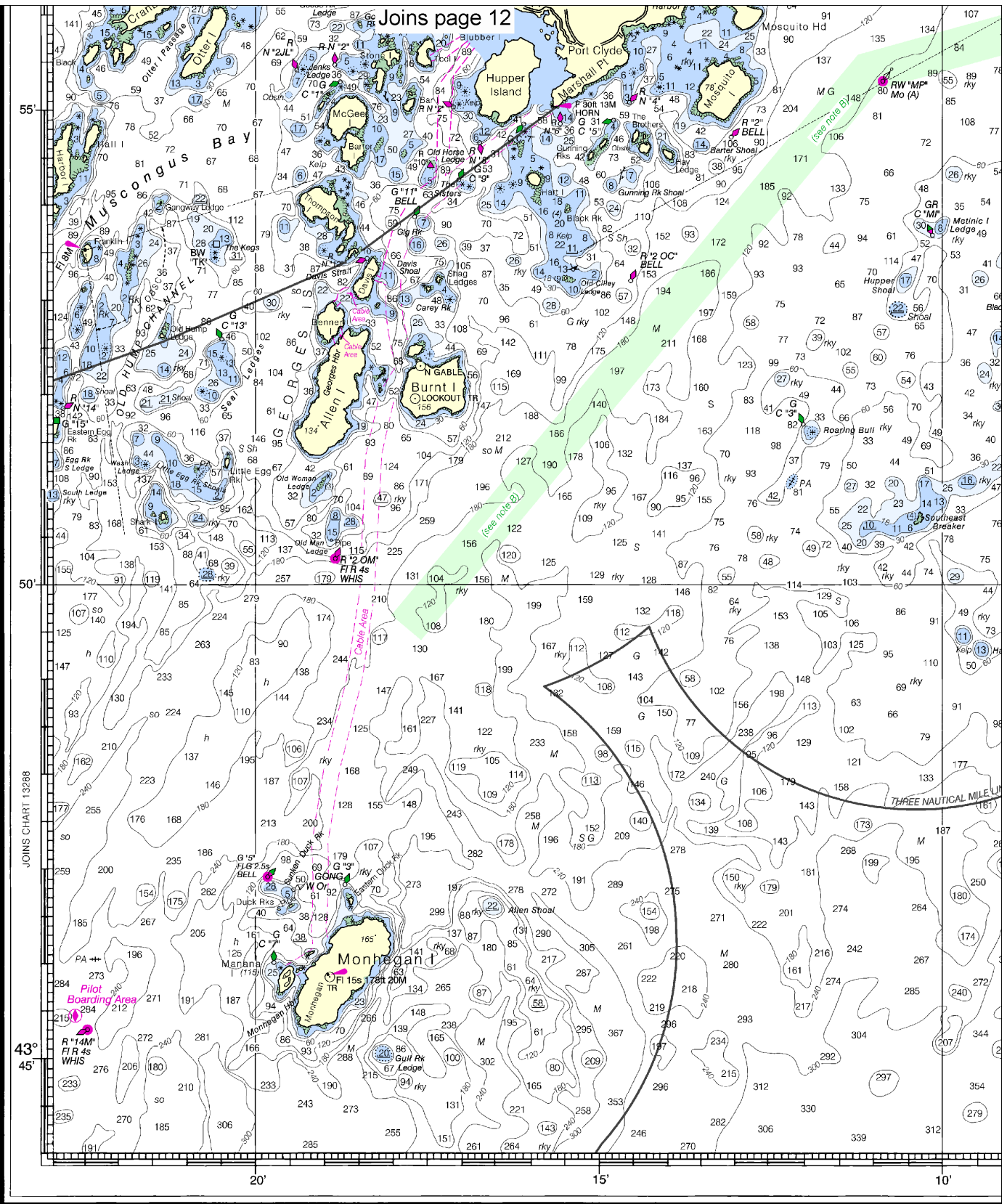
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





23rd Ed., Dec. / 11 ■ Corrected through NM Dec. 17/11
 Corrected through LNM Dec. 13/11

13302

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to Ocean Service encourages users to submit d
 Improving this chart to the Chief, Marine C
 Service, NOAA, Silver Spring, Maryland 209

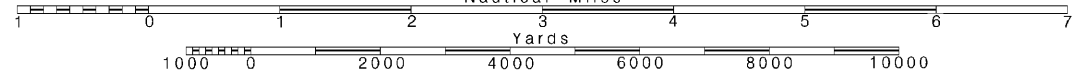
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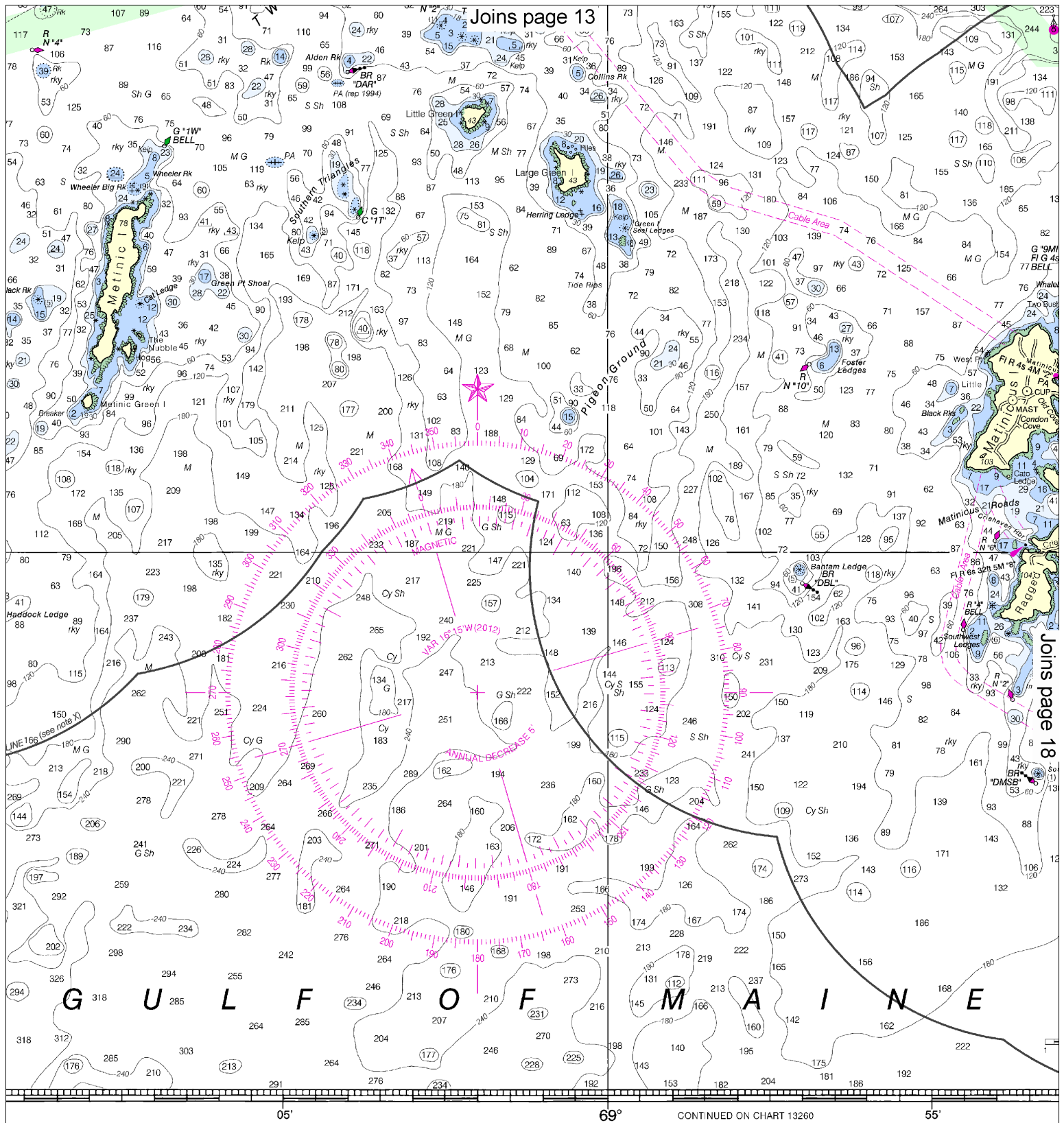
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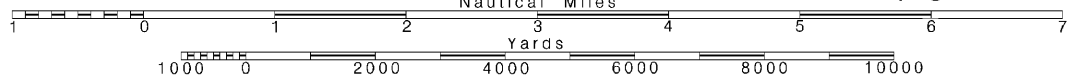
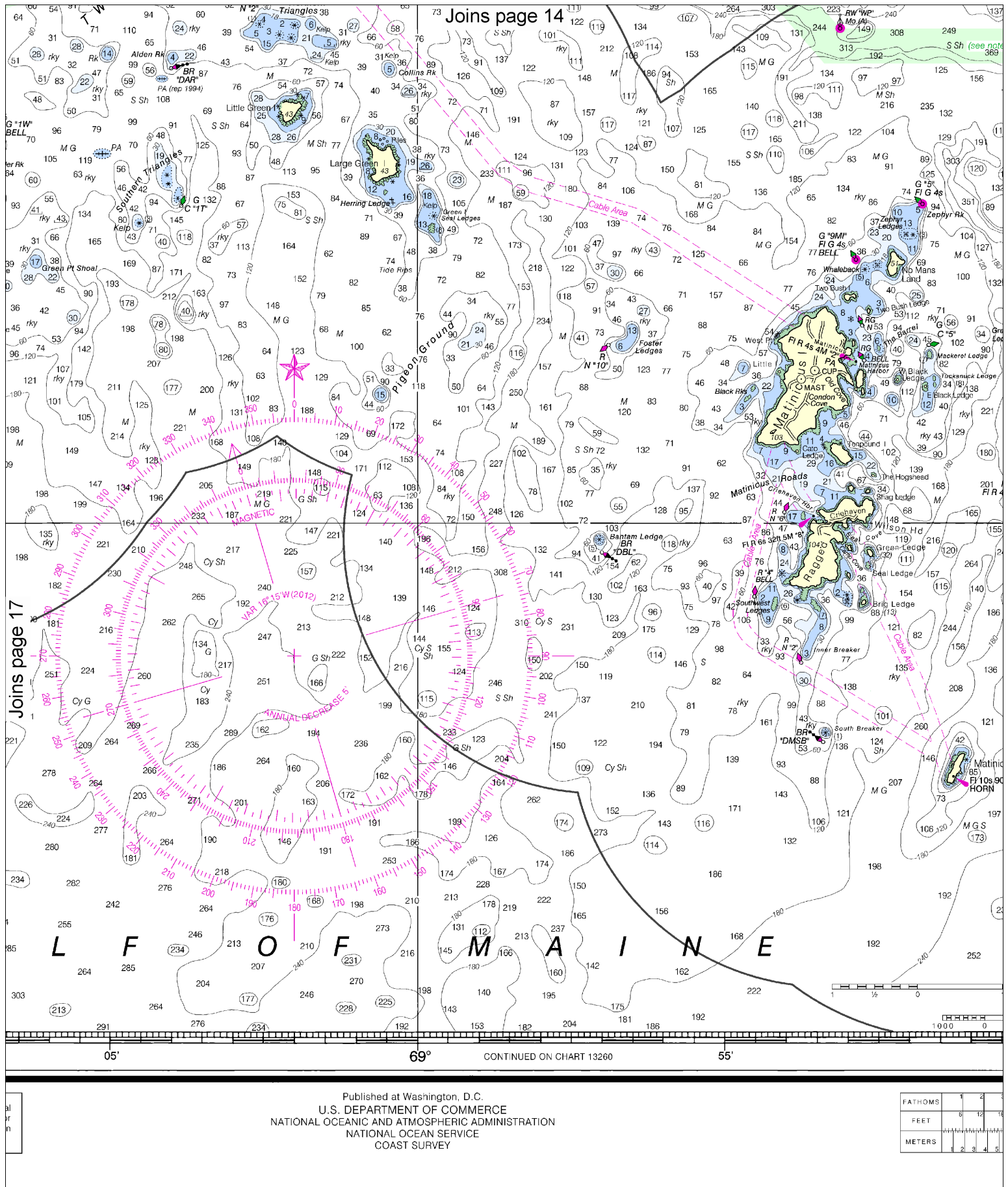
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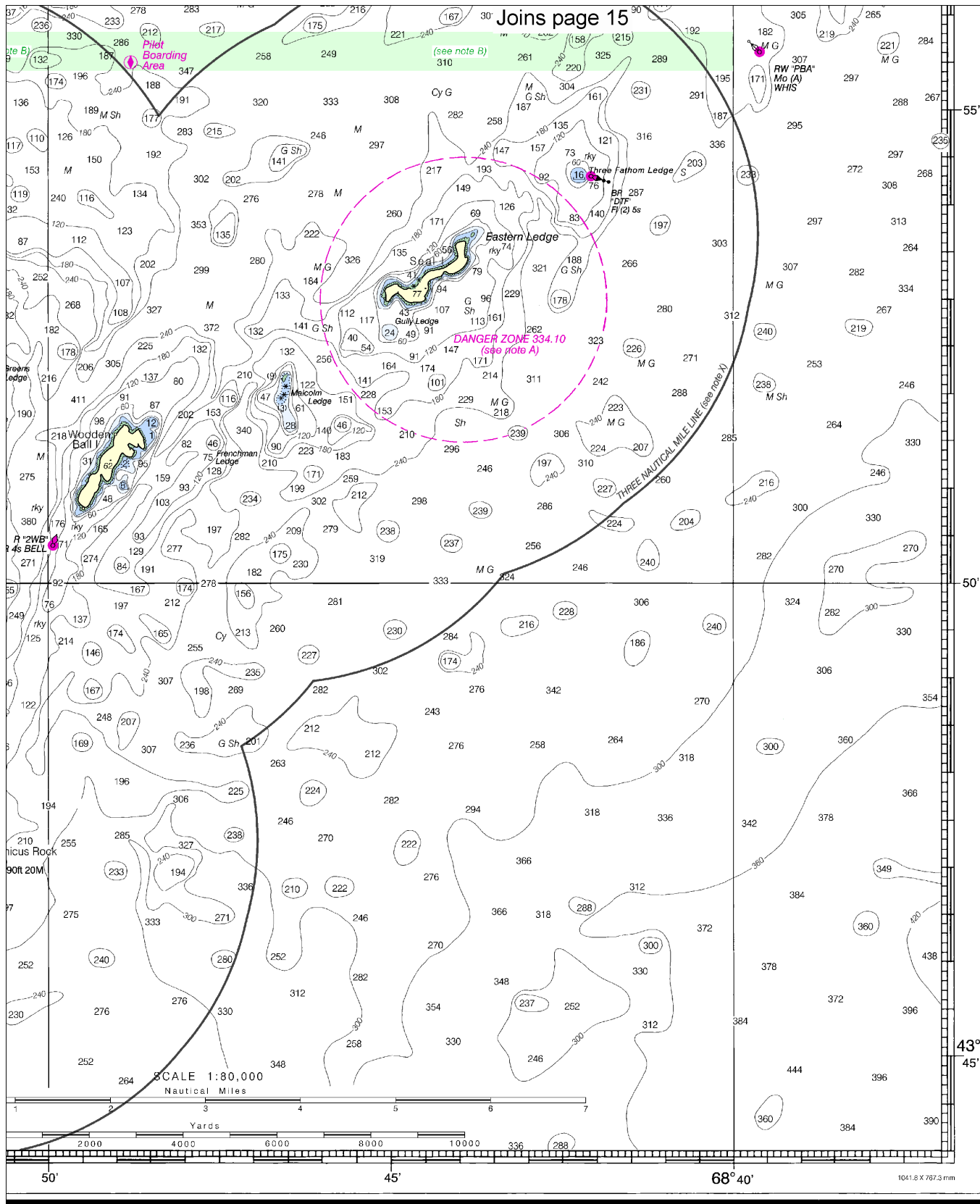




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0910-3282.

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY





ED. NO. 23



NSN 7642014010441
NGA REFERENCE NO. 13BHA13302

Penobscot Bay and Approaches
SOUNDINGS IN FEET - SCALE 1:80,000

SOUNDINGS IN FEET

13302



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

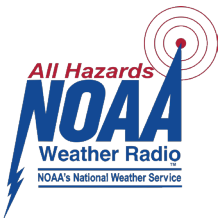
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

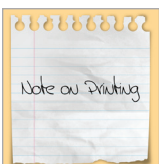
<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker